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## WisDOT Announces 2004 Transportation Enhancements Program

In 2004, the Wisconsin Department of Transportation (WisDOT) is again requesting project applications under the Statewide Multi-modal Improvement Program (SMIP) for constructing bicycle and pedestrian facilities, restoring historic transportation structures, streetscaping, landscaping and other eligible projects. In the past, SMIP has included two sources of funding—the Transportation Enhancements (TE) and Surface Transportation Discretionary Program—(STP-D). Funding for the STP-D program was eliminated in the 2003–2005 state budget. The result will be significantly less funding available for project awards in 2004. The major category that will be affected will be bicycle and pedestrian projects that were eligible under both programs and typically made-up about two-thirds of project funding requests in past years. *In the absence of STP-D funding, the department will not be able to accept applications that are solely to plan for bicycle and pedestrian facilities or transit capital requests because these were only eligible under the STP-D program.*

The 12 eligible categories of Enhancements projects are:

- Provision of facilities for pedestrians/bicycles;
- Provision of safety and educational activities for pedestrians and bicyclists;
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails);
- Historic preservation;

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Frank Busalacchi, Secretary,  
Wisconsin Department  
of Transportation

## Message from WisDOT Secretary Frank Busalacchi

More than ever before, maintaining Wisconsin's high quality transportation system requires close cooperation and frequent communication between local, state and federal officials. The Local Roads and Streets Council (LRSC) will continue to serve as an invaluable partner as we work together to effectively deliver services and get the most out of taxpayer dollars. In December, WisDOT Deputy Secretary Ruben Anthony, Executive Assistant Randy Romanski and I enjoyed meeting with the LRSC's Executive Committee to discuss issues of mutual concern. I look forward to continuing those discussions in the weeks and months ahead.

Despite the difficult economic circumstances surrounding the year 2003, Governor Doyle has put the state on solid footing for the future. The Governor's "Grow Wisconsin" plan calls for continued investments in our state's transportation infrastructure to promote economic growth and re-energize our statewide economy. At the state level,

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Don Kush, Council Chair, Senior  
Planner, West Central Wisconsin  
Regional Planning Commission

## Message from Council Chair Don Kush

*An interview with Don Kush,  
LRSC Chair and a Senior Planner  
with the West Central Wisconsin  
Regional Planning Commission*

### Q Why did you choose to participate on the LRSC?

A Basically, if a person isn't satisfied with the status quo of events in your life, you look for avenues in which you can contribute to making positive changes. After having spent most of my professional career providing planning assistance to local units of government, I've come to recognize several areas of mutual concern shared by many local governments. Many of these issues were transportation-related and extended beyond the control of a single jurisdiction. The cooperative, multi-jurisdictional approach to transportation problem solving offered through participation on the LRSC, particularly in its advisory capacity on local road issues to the WisDOT Secretary, presented that broader avenue to try to address those shared problems.

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## Secretary's Message

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we're putting a priority on maintaining and preserving the system that's already in place. At the same time, we must make strategic investments that offer returns in the form of new jobs and greater public safety. Along with hundreds of state highway improvement projects scheduled over the next few years, we also will begin work on the largest transportation infrastructure project in state history—the reconstruction of Milwaukee's Marquette Interchange. While 2003 was a year of unprecedented change, the year 2004 poses its own unique challenges.

Meeting the maintenance needs of our state and local highway systems is an ongoing issue of concern. As you may know, our highway maintenance budget faces significant shortfalls forcing us to look at policies regarding snowplowing, signage, pavement marking and wayside operations. Since our department does not have the authority to reallocate funding levels between various categories, we will continue to maintain an open dialogue with state legislators and our many other transportation stakeholders to find creative solutions for resolving these and other issues.

Once again, we will be counting on groups like the LRSC to help us develop and communicate our message to governmental leaders. I hope you'll feel free to add your voice to the chorus because a phone call, a fax or an e-mail to your local legislator can make a difference. Our department is already developing transportation proposals for the 2005–2007 state budget plan. We are required to submit our budget to the state Department of Administration by mid-September of this year. It's imperative that we continue to communicate with each other and with our legislators to find workable solutions to the funding issues that are confronting us all.

As you know, about one-third of state-collected transportation revenues are returned to municipalities to support local improvements and services. This includes funding through the General Transportation Aids (GTA) Program and transit operating assistance. We are well aware of growing needs in these categories of spending. Recognizing those needs, Governor Doyle proposed inflationary increases for several local aid programs, including GTA, in his 2003–05 budget. Unfortunately, those

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## WisDOT Announces 2004 Transportation Enhancements Program

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- Rehabilitation / operation of historic transportation buildings (including historic railroad facilities and canals);
- Establishment of transportation museums;
- Acquisition of scenic easements and scenic or historic sites;
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities);
- Landscaping and other scenic beautification;
- Control and removal of outdoor advertising;
- Environmental mitigation of water pollution due to highway run-off or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; and
- Archeological planning and research.

Information on the program and applications were mailed to all local units of government statewide in early January. Applications are now available from WisDOT district and central offices. The due date for applications is Friday, April 9, 2004 and projects will compete on a statewide basis. A committee consisting of state agency officials, state legislators and citizens is expected to meet in June to make project recommendations that will be announced by early fall of 2004. Projects are funded with 80% federal funds and 20% local, with the federal funds capped at the amount originally requested. Federal Highway Administration requirements apply to the projects as described in the *Local Sponsor's Guide* that is also available from WisDOT district offices.

The absence of STP-D funding will result in a major decrease in federal funding available in 2004. Because WisDOT made commitments to SMIP projects in 2002 that assumed continuation of both programs through 2005 at funding levels then in the state budget, the department faced having to either cancel a number of STP-D projects or use future Enhancements funding authority to preserve existing project commitments. In November of 2003, WisDOT chose the latter course in order

to avoid cancellation of 11 projects throughout the state worth \$4 million in federal funds. This strategy avoided the problems that would have resulted for the affected communities, but will result in a further reduction of funds available to new projects in 2004.

The current estimate is that WisDOT will only have about \$9 million in federal funds to distribute next year compared to the \$19 million available under both programs in 2002. Based on past demand, the department may only be able to fund 15% or less of the applications received. Reauthorization of the federal transportation budget, expected in 2004, could result in additional federal funding for the Enhancements program and it is possible that STP-D funding could be restored in the 2005–2007 state budget. WisDOT plans to develop a contingency list of projects from those submitted in 2004 in case additional funding resources become available.

*For more detailed information on the program, contact John Duffe in WisDOT's Central Office at (608) 264-8723 or by e-mail at [john.duffe@dot.state.wi.us](mailto:john.duffe@dot.state.wi.us). You can also visit the WisDOT website for general information on the program at <http://www.dot.wisconsin.gov/localgov/aid/te.htm>*

## Final CY 2004 General Transportation Aids announced

WisDOT announced the final calendar year (CY) 2004 General Transportation Aids (GTA) figures on December 26, 2003. The 2003–05 State Biennial Budget provided the same statewide appropriation for CY 2004 that was in place for CY 2003. While there weren't any increases provided for 2004, the mileage and cost formulas were still active in determining aid payments. The CY 2004 "rate per mile" for eligible municipalities is \$1,825 per mile.

GTA is provided to all 1,922 towns, villages, cities and counties in the state through quarterly payments provided on the first Monday of January, April, July and October. Please refer to the GTA homepage on the WisDOT Web site for additional GTA information: <http://www.dot.wisconsin.gov/localgov/highways/gta.htm>



*Transportation Enhancement funds were used to develop a bicycle and pedestrian facility over the Eau Claire River. The project won a prestigious award from the American Public Works Association in the "Historical Restoration/Preservation" category.*

## Wisconsin Success Story

### Enhancement funds to save scenic "Soo Line 'S' Bridge" result in national award

Built in 1910 to carry freight over the Eau Claire River, the old "S"-shaped railroad bridge stood for decades as an unused eyesore that was a danger to those crossing over it and to those passing beneath. There were wide gaps between railroad ties and the bridge had no railing. The supporting piers were wearing away and structural cross bracing was in need of work. The Soo Line Railroad, which had owned the 442-foot-long bridge, had long ago removed the rails and ceased maintaining it.

Over the years, the bridge continued its slow decay under the unending onslaught from the river's constant flow of water and ice, Wisconsin's harsh winters, and years of neglect. The bridge, known locally as the "S" bridge because of its serpentine route over the river, was purchased by the Wisconsin Department of Transportation in 1992 in an attempt to encourage its preservation.

Because of a lack of funding, those preservation efforts stalled until the city of Eau Claire was able to successfully secure \$304,000 in TEA 21 transportation enhancements funds. The city purchased the structure from the Wisconsin Department of Transportation in 1997 and hired a local firm to turn it into a signature structure and incorporate it into the community's bicycle and pedestrian system.

Working with the State Historical Society and the community's Advisory Council on Historic Preservation, the city of Eau Claire developed a design that would preserve and enhance the unique character of the structure. A wood deck and railing, with a steel grid system covered with black paint, would be used to blend the new features into the existing bridge. A wood truss would be used for the railing to add strength and blend into the structure's original design.

Refurbishing the structure began in 2002. High water levels in the Eau Claire River at the start of construction prevented the contractor from working on the bridge's piers, so he shifted his attention to its deck, railing, and lighting. Because of the structure's unique shape, which required a variety of cutting and drilling angles, the contractor field fabricated the majority of the deck and railing. Once the water receded, work on the piers was completed. Pier work included removing all delaminated concrete and placing new concrete around the existing piers to encase and protect them. The contractor's flexibility allowed for the project to be completed on time. The new "S" bridge has become an integral, and highly aesthetic link, in the city of Eau Claire's bicycle and pedestrian system. It provides citywide access to the Chippewa River Trail and connects many neighborhoods in Eau Claire to the downtown area. The renovated bridge improves pedestrian access to downtown, the Eau Claire Public Library, the Regional Arts Center, and City Hall complex, which are all within a few blocks of the bridge.

The finished project has created a high-quality transportation facility that preserves a unique railroad structure and provides individuals with access to a scenic area in the heart of the city of Eau Claire.

The commitment by the state and city to preserve the structure and incorporate it into the state's ever-growing system of bicycle trails resulted in the Eau Claire "S" bridge receiving an award from the American Public Works Association in the category of historical restoration/preservation under \$2 million.

## Wisconsin Information System for Local Roads (WISLR) Update

### WISLR Pilot Training

Pilot training for local communities to update data in WISLR is underway. Training was held on January 21 with an additional session scheduled for February 26, 2004. The information gained during the pilot will aid WISLR staff in preparing training for local governments in spring 2004. Local government officials interested in attending WISLR training this spring are encouraged to contact Mary Jo Trapani-Collins at WisDOT via e-mail at: [maryjo.trapani-collins@dot.state.wi.us](mailto:maryjo.trapani-collins@dot.state.wi.us) or by telephone at (608)264-7334.

*You can read more about WISLR and view a brochure at the WISLR home page: <http://www.dot.wisconsin.gov/localgov/wislr/index.htm>*

### Pavement Rating Submittals

Local communities are required to rate the condition of their roadways and provide the information to WisDOT once every two years. The data helps communities identify and prioritize roadway improvement needs. The information also supports a statewide analysis of roadway conditions and funding needs.

Over 99% of all communities in the state provided data to WisDOT in response to the initial pavement submittal that was due in 2001. Over 89% of towns, villages, cities and counties have provided pavement ratings to WisDOT in response to the recent 2003 deadline. As of February 4, 2004, 1,716 communities submitted pavement ratings to WisDOT to comply with the 2003 submittal required by State Statute 86.302 (2). WisDOT appreciates the effort these communities have shown to provide this critical information to the department. The WisDOT WISLR Team is in the process of sending reminder notices to communities who have not yet complied with the rating requirement.

**Send us your meeting and training events.** *We would be interested in adding your meetings and other activities to the LRSC Calendar of Events. Please send events relating to the local road system in Wisconsin to the LRSC mailbox at [lrsc@dot.state.wi.us](mailto:lrsc@dot.state.wi.us)*



## Council Chair's message

*Continued from page 1*

When asked to participate on the LRSC, I viewed it as an opportunity to contribute to making positive changes on a larger scale.

### **Q How does participation on the LRSC benefit representatives from Metropolitan Planning Organizations (MPO) and Regional Planning Commissions (RPC)?**

**A** Participation on the LRSC offers MPO and RPC representatives the opportunity to expand their base of knowledge and understanding of not only the local units of government they work with, but also of the many WisDOT programs that interact with and impact local units of government. The LRSC provides a forum to share and discuss mutual concerns on various transportation issues. And in its advisory capacity to the WisDOT Secretary, the LRSC also serves as a vehicle to reach consensus on important transportation issues and offer recommendations to effect positive changes. Some of these changes may require administrative or legislative action. I don't see that magnitude of impact at the MPO and RPC level.

### **Q How does the LRSC benefit from the participation of representatives from MPOs and RPCs?**

**A** MPO and RPC representatives, like many other members of the LRSC, bring an additional perspective and level of experience to the table. Transportation planners with MPOs and RPCs share a broad range of knowledge and experience from their involvement with providing planning assistance to local units of government, while also interacting with WisDOT's Districts and Central Office on planning and programmatic issues. RPC planners were instrumental in the early stages of the development of the Wisconsin Information System for Local Roads (WISLR) data base and in conducting extensive PASER training workshops in preparation for the first ever road inventory and condition rating required from all local units of government statewide in 2001. The technical assistance on rating pavement conditions continues today. In many other areas, MPOs and RPCs partner with both local municipalities and WisDOT to address planning issues of local and state significance. This level of experience can only enhance the efforts of the LRSC.

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## Committee Spotlight: LRSC Executive Committee

*By Don Kush, LRSC and Committee Chair*

The Executive Committee of the Local Roads and Streets Council was formed in October of 2000 to provide leadership to the Council in addressing the increasingly complex transportation issues facing local units of government. The Executive Committee also enables the Council to take action on key topics in a timely manner and represents the full Council in meetings with the WisDOT Secretary's Office and other WisDOT administrators. Executive Committee membership includes the LRSC Chair, Vice-Chair, Past Chair, committee chairs, and WisDOT's staff chair to the Council.

The formulated goals established for the Executive Committee serve as a purpose statement for committee activities and help to ensure consistency for the Committee's actions on behalf of the Council. These goals include:

- To provide leadership to the Council;
- To prioritize and focus Council efforts;
- To ensure a consistent message across all Council activities; and
- To serve as a focal point for interaction with WisDOT.

Given these charges, the Executive Committee has played a lead role in a number of Council activities. Some of the more prominent activities include:

- Implementation and promotion of the Wisconsin Information System for Local Roads (WISLR);
- Active participation in developing local consensus regarding alternative sources of future transportation funding;
- Cooperation and coordination with WisDOT business areas that interact with local municipalities; and
- Promotion of an expanded public awareness of the Council and its activities.

As we look ahead in 2004, the issue of transportation funding will certainly be a focal point of interest to the Council and to the Executive Committee, as work programs are developed and special studies are initiated. In addition to on-going work efforts, the Executive Committee

## Current committee members include:

**Don Kush**, West Central Wisconsin Regional Planning Commission, and Chair of the LRSC and Executive Committee;

**Dave Waffle**, City of Reedsburg, Vice Chair of the LRSC and Chair of the LRSC Education and Communication Committee;

**Richard Jones**, City of Racine, Past-Chair of the LRSC and Chair of the Local Transportation Funding Committee;

**Emmer Shields**, Ashland County, and Chair of the LRSC Regulatory, Environmental and Legislative Committee;

**Paula Vandehey**, City of Appleton, and Chair of the LRSC Infrastructure Management Committee; and

**Mary Forlenza**, WisDOT Local Transportation Programs and Finance Chief and Staff Chair to the LRSC.

will undertake a review of the state highway maintenance program conducted by county highway departments to evaluate the fiscal impact of this historical partnership between the state and county governments.

During this current period of fiscally constrained budgets, it is even more important to look at all aspects of public service delivery to try to identify not only areas requiring improved levels of efficiency, but also examples of existing cost-effective management practices. In today's environment of downsizing and combining government services, Wisconsin's long-standing state/county partnership in highway maintenance stands out as unique throughout the country. It is very appropriate, then, to evaluate the fiscal impact this partnership has had on the delivery of services to the taxpayers of this state and, even more importantly, how the current fiscal climate may impact that service delivery and, quite possibly, that partnership.

The Executive Committee expects to complete this evaluation by the end of the year and prepare a report on the findings. Progress on this work effort will be reported in later issues of the Council's newsletters.

## Secretary's Message

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modest increases did not make it through the legislative process. As we begin to develop a budget proposal for the next biennium, I encourage your thoughts on how to successfully secure the funds needed for local transportation programs and services to continue.

Program efficiencies are a key focus for us all. WisDOT will lose about 300 positions by the end of the biennium. We're looking at new ways to manage projects and deliver services. Governor Doyle recently convened a Local Government Summit to focus on ways to help local governments become more efficient and reduce their costs. The DOT is eager to support these efforts. One forum for us to do this is through the LRSC. We appreciate and value the Council's work in finding innovative solutions to transportation-related issues such as environmental reviews, transportation financing and process improvements to help government function faster and easier.

Finally, a word on highway safety. Despite tightening budgets and the ongoing need to support our transportation system, the most somber story of 2003 was that at least 840 people lost their lives on Wisconsin roadways—the highest total in over 20 years. While scourges like the recent flu scare, SARS, mad cow and chronic wasting disease capture the media's attention and raise the public's anxiety levels over their potential effect on human health, it seems some have sadly come to accept as "normal" the annual carnage on our roadways. What's even more tragic is the fact that nearly all of these deaths could be avoided if all motorists would simply obey traffic laws and properly use safety equipment. The annual death toll on our highways is simply unacceptable. We will continue to work with local law enforcement agencies on strategies to reverse this deadly trend. In the meantime, it's up to each of us as motorists to consistently practice and spread our simple but effective safety message: slow down, buckle up and drive sober.

As we set priorities and address challenges in coming years, we'll have many opportunities to explore new ideas. You'll find the current administration from the Governor's Office through our department to be open to your ideas and concerns. While some of the issues may be complex, my vision for transportation is straightforward—to work cooperatively and efficiently to provide the transportation infrastructure and services that support a growing economy. Thanks to our many quality partners such as the LRSC, I'm confident we will be able to turn this vision into reality.

### Visit our web site!

*The council web site was recently updated and includes membership lists, committee information, meeting schedules, meeting minutes, reports and much more. Please visit the site at <http://www.dot.wisconsin.gov/localgov/lrsc/index.htm>*



*The council welcomes two new members, Marilyn Bhend and Marvin Samson, representing the Wisconsin Towns Association.*

## Updated list of council members

*There have been several recent changes in membership to the Local Roads and Streets Council. Council membership is composed of four representatives from the League of Wisconsin Municipalities, the Wisconsin Alliance of Cities, the Wisconsin Counties Association and the Wisconsin Towns Association along with several members of regional planning commissions/metropolitan planning organizations. Below is a current list of members and the associations they represent.*

### League of Wisconsin Municipalities

**Bill Beil, Jr.**, Director of Public Works with the City of Abbottsford

**Bill Handlos**, Director of Public Works with the City of Manitowoc

**Dennis Melvin**, City Administrator with the City of West Bend

**Dave Waffle**, City Administrator with the City of Reedsburg (LRSC Vice-Chair)

### Wisconsin Alliance of Cities

**David Botts**, Director of Public Works with the City of Beloit

**Richard Jones**, Director of Public Works with the City of Racine (Past LRSC Chair)

**Jeffrey Polenske**, City Engineer with the City of Milwaukee

**Paula Vandehey**, Director of Public Works with the City of Appleton

### Wisconsin Counties Association

**Ed Brown**, Juneau County Supervisor

**Dick Leffler**, Highway Commissioner with Florence County

**Emmer Shields**, Highway Commissioner with Ashland County

**Chet Zurawik**, Deputy Highway Commissioner with Milwaukee County

### Wisconsin Towns Association

**Marilyn Bhend**, Clerk with the Town of Johnson in Marathon County

**Arlyn Helm**, Chair of the Town of Springbrook in Washburn County

**Eugene Lueck**, Supervisor with the Town of Bloomer in Chippewa County

**Marvin Samson**, Chair of the Town of Black Creek in Outagamie County

### Regional Planning Commissions / Metropolitan Planning Organizations

**Don Kush**, Senior Planner with the West Central Wisconsin Regional Planning Commission (LRSC Chair)

**Walt Raith**, Transportation Planner with the East Central Wisconsin Regional Planning Commission

**Ken Yunker**, Assistant Director of the Southeast Wisconsin Regional Planning Commission

## Update on 2004–05 Local Roads Improvement Program Cycle

WisDOT has received applications from local communities for 2004–05 funding through the Local Roads Improvement Program (LRIP). LRIP provides funding to towns, villages, cities and counties for long-term improvements to seriously deteriorating roads and bridges. Program funding includes entitlement dollars provided to communities or groups of communities based on population and /or roadway mileage along with statewide discretionary funding for high cost improvement projects.

### Entitlement Funding

WisDOT received the following applications for 2004–05 entitlement funding:

- **Town Road Improvement Program (TRIP):** 467 TRIP project requests;
- **Municipal Street Improvement Program for communities under 20,000 in population (MSIPLT):** 232 MSIPLT project requests;
- **Municipal Street Improvement Program for communities over 20,000 in population (MSIPGT):** 41 MSIPGT project requests; and
- **County Highway Improvement Program (CHIP):** 137 CHIP project requests.

The programming caps for TRIP and MSIPLT resulted in communities working together to allocate funds based on need. The amount of 2004–05 TRIP project requests was down 21% from the 2002–03 programming level while there was a 33% reduction in MSIPLT project requests from the prior biennium. The programming caps had their intended effect, resulting in larger and fewer LRIP projects.

WisDOT is processing LRIP applications for entitlement funding on a first-in, first-out basis. For entitlement improvements moving forward in 2004, the department is striving to have all project agreements to communities by March 15, 2004. As of February 10, 2004, WisDOT had processed 349 entitlement projects that requested almost \$11.4 million in LRIP funds. For entitlement projects to be developed in 2005, WisDOT will send project agreements to communities in early July, 2004.

### Discretionary Funding

The approval process for town road (TRIP-D), municipal street (MSIP-D) and county highway (CHIP-D) discretionary funding begins with regional or statewide committees that recommend projects to the WisDOT Secretary, who in turn makes final project selections. County highway commissioners in each WisDOT district recommend county projects for CHIP-D funding.

A statewide committee recommends village and city projects for MSIP-D funding. This committee is composed of representatives nominated by the League of Wisconsin Municipalities and the Wisconsin Alliance of Cities and appointed by the WisDOT Secretary. Committee members are not allowed to submit projects during the length of their assignment on the committee. The committee is scheduled to meet March 10, 2004 to develop funding recommendations. Committee members for the 2004–05 cycle include:

- **Dennis Jordan**, City Administrator with the City of Lake Geneva
- **Anthony Roach**, Administrator with the City of Fitchburg
- **Thomas Tollaksen**, Village Manager with the Village of River Hills
- **Henry Veleker**, City Administrator with the City of Waupaca
- **Jerry Wehrle**, Mayor of the City of Lancaster
- **John Wilmet**, City Manager with the City of Fort Atkinson

Forty-two applications requesting \$11 million have been received for MSIP-D funding. There is approximately \$2.26 million in available funding this cycle, meaning that WisDOT has received \$4.88 in MSIP-D requests for every available dollar.

Another statewide committee recommends projects for TRIP-D funding. This committee is composed of six Wisconsin Towns Association district directors and six at-large members, all recommended by the Wisconsin Towns Association and appointed by the WisDOT Secretary. Committee members are not allowed to submit projects during the length of their assignment on the committee. Committee members for the 2004–05 cycle will be named soon and the committee is scheduled to meet on March 1, 2004 to develop funding recommendations.

Forty-five applications requesting \$6.3 million have been received for TRIP-D funding. There is approximately \$1.7 million in available funding this cycle, meaning that WisDOT has received \$3.69 in TRIP-D requests for every available dollar.

*Additional information on the Local Roads Improvement Program can be found on the LRIP homepage: <http://www.dot.wisconsin.gov/localgov/highways/lrip.htm>*

## State to make CY 2004 County Forest Road Aids payments

The Wisconsin Department of Transportation will make the calendar year (CY) 2004 County Forest Road Aids (CFRA) payments to eligible counties in the state on March 10, 2004. CFRA are provided to help defray costs for the maintenance and improvement of public roads within county forests. Funds are provided to counties based on a \$336 per mile rate for qualifying roadways. Eligible roads must be a minimum 20 feet wide with a minimum 16 feet surface width. Roads must be open for travel and be part of a comprehensive county forest land-use plan that has been approved by the county board and Wisconsin Department of Natural Resources. County Forest Roads are not eligible to receive General Transportation Aids. Last year 24 counties in northern and north-central Wisconsin received County Forest Road Aids.

*For more information, please contact Emily Jorenby, CFRA Program Manager, at (608)266-2574 or [emily.jorenby@dot.state.wi.us](mailto:emily.jorenby@dot.state.wi.us). Additional information on the program is also available at the CFRA homepage at <http://www.dot.wisconsin.gov/localgov/highways/forest.htm>*



*WisDOT Executive Assistant Randy Romanski met with the council in January to discuss issues impacting the local road system in Wisconsin.*



## Council Chair's message

*Continued from page 4*

### Q What challenges do you see the LRSC facing in 2004?

A The major challenge currently facing both state and local transportation professionals is how to address the transportation budget shortfalls while trying to maintain an acceptable level of service on an expanding road system throughout the state. With the current political climate not favoring revenue enhancements, the issue then becomes one of trying to further maximize operational efficiencies and cost-effective management practices. In addition, the general public may have to lower their expectations regarding an acceptable level of service on state and local roads. The LRSC will be active in 2004 in reviewing the budget impacts from several perspectives: impacts on road maintenance, continued research and development of best management practices, continued implementation of environmental review efficiencies, and public education. While these issues represent some of the more immediate challenges, the LRSC is also looking toward the future. Discussions have already started regarding continued enhancements to WISLR. The Council is also looking forward to participating with WisDOT in the development of the state's multimodal long-range transportation plan, "Connections 2030." Challenges, yes, but opportunities also.



City of Wisconsin Rapids Mayor Jerry Bach recently accepted a plaque of appreciation from WisDOT Executive Assistant Randy Romanski. The City of Wisconsin Rapids has graciously hosted council meetings since 1999.



## Calendar of events

Below are meetings and training events related to the local road network in Wisconsin. Please submit events for inclusion in future LRSC newsletters to [lrsc@dot.state.wi.us](mailto:lrsc@dot.state.wi.us)

**Local Roads and Streets Council meetings** are held every other month in the city council chambers in Wisconsin Rapids beginning at 9 a.m. The council met on January 22 and will also meet during 2004 on the following dates: March 25, May 27, July 22, September 23 and December 2. Interested people are invited to attend council meetings. Various LRSC Committee meetings are also typically held every other month in locations around the state. Please contact WisDOT's Kathryn Andren at [kathryn.andren@dot.state.wi.us](mailto:kathryn.andren@dot.state.wi.us) or (608)267-0448 to confirm meeting dates and times.

### Various dates between February 6 and April 3, 2004:

Wisconsin Towns Association (WTA) District Meetings. Please contact WTA at (715)526-3157 for questions or go to their Web site at <http://www.wisctowns.com/districtmeetings.html>

**February 12, 2004:** The Transportation Element in Comprehensive Planning #1699-4 course (10:30 a.m.–1:50 a.m.) provided by the University of Wisconsin-Extension Local Government Center as part of their 2003–04 WisLine Teleconference Series. Please contact the UW-Extension at (608)262-9961 for questions or go to their Web site at <http://www.uwex.edu/lgc>

**February 13, 2004:** Local Transportation Funding course (10:30 a.m.–12:20 p.m.) provided by the University of Wisconsin-Extension Local Government Center as part of their 2003–04 WisLine Teleconference Series. Please contact the UW-Extension at (608) 262-9961 for questions or go to their Web site at <http://www.uwex.edu/lgc>

**February 16, 17, 18, 19, 20, 23 & 24, 2004:** One day Highway Safety workshops provided by the University of Wisconsin Transportation Information Center (UW-TIC) at seven sites across the state. Please contact the UW-TIC at (800)442-4615 for questions and registration or go to their Web site at <http://ltic.engr.wisc.edu/workshops.lasso#workshops>

**March 4, 2004:** Using Stone on Roadway Projects course (10:30 a.m.–12:20 p.m.) provided by the University of Wisconsin-Extension Local Government Center as part of their 2003–04 WisLine Teleconference Series. Please contact the UW-Extension at (608)262-9961 for questions or go to their Web site at <http://www.uwex.edu/lgc>

**March 11, 12, 15, 16, 17, 18 & 19, 2004:** One day Road Maintenance workshops provided by the University of Wisconsin Transportation Information Center (UW-TIC) at seven sites across the state. Please contact the UW-TIC at (800)442-4615 for questions and registration or go to their Web site at <http://ltic.engr.wisc.edu/workshops.lasso#workshops>

## Electronic newsletter

The Local Roads and Streets Council newsletter is available exclusively in an electronic format. The newsletter is sent via e-mail to the addresses we have on file in our newsletter distribution list. The newsletter is also available on the WisDOT Web site at <http://www.dot.wisconsin.gov/localgov/lrsc/newsletters.htm>. Copies of previous newsletters are also available on the Internet at the same address. To add or change e-mail addresses in the newsletter distribution list, please contact the LRSC via e-mail at [lrsc@dot.state.wi.us](mailto:lrsc@dot.state.wi.us), or contact WisDOT's Kathryn Andren at [kathryn.andren@dot.state.wi.us](mailto:kathryn.andren@dot.state.wi.us) or (608)267-0448.

## Questions

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